Shipping.

FOR MANILA (DIRECT).

THE Spanish Steamer · "EMUY,"

Captain Blanco, will be despatched for the above Port TO MORROW, the 28th instant, at 5 p.m.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, 25th October, 1881.

Intimations.

MUITION IN THE FRENCH LANGUAGE, by Monsieur Louis Piron, ainé; SINGING (CULTURE OF THE VOICE) by Monsieur Eugene Piron, jeune. 44, Queen's Road. Hougkong, August 30th 1881.

DECORD of AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co. 🤜 Hongkong, 15th June, 1881.

AND R. TENNENT'S ALE and PORTER. DAVID CORSAR & SONS'

Merchant Navy Navy Boiled CANVAS. Long Flax Crown

APNHOLD KARBERG & Co. Hongkong, 15th June, 1881,

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDER-WRITERS.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

E CERCLE-TRANSPORTS. SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED:...15,000,000 Francs. CAPITAL PAID-UP...... 3,750,000 Francs.

The Undersigned, having been appointed Agents of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

FOR SALE.

SIX-OARED GIG, good as New, OARS Rowlooks, and everything complete. The boat is suitable for a House Boat or Captain's Gig.

Apply at the office of this Paper. Hongkong, 18th October, 1881.

ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS. RENTS COLLECTED.

BROWN, JONES & Co., UNDERTAKERS. MOURNING STATIONERY, &c. MONUMENTS ERECTED. 9, HOLLYWOOD ROAD.

To be Let.

TO LET,

Immediate Possession, MOP FLOOR of No. 8, Queen's Road-Central (above Mr. Noble's). J. M. GUEDES, Jun. Hongkong, 3rd October, 1881.

TO LET.

TOUSES at SPRING GARDENS. Apply to F. PEREIRA. 215. Wanchai Club. Hongkong, 7th September, 1881.

Intimations.

PHOTOGRAPHY.

DARON STILLERIED, Photographer to the Austrian Court, will REMAIN HERE for Six WEEKS or Two He has now OPENED a STUDIO next door to the new Chartered Bank Building, and invites an Inspection of his Collection of Photo-GRAPHS, PHOTO-CRAYONS, and WATER Colours.

Hours from 10 to 1, and from 2 to 4. PORTBARTS, GROUPS, or OUTDOOR WORK, taken, up to the Largest Size. Hongkong, 27th Qctober, 1881.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS AND AUCTIONEERS.

IMPORTERS OF PARISIAN GOODS, SPANISH WINES, AND GENUINE HAVANA CIGARS.

Special lines in Faucy and Plain SATIN, SILK, AND. GAUZE DRESSES. A variety of Richly TRIMMED COST-UMES, from the first houses in Paris.

Elegant Dressing & Morning GOWNS. BATHING DRESSES in the latest

Style. . MUSLIN SHAWLS, CRAVATS, and FICHUS.

An assortment of Fine FRENCH CORSETS.

Ex recent Mail Steamers. Ladies' and Children's STRAW HATS. in great variety. PARASOLS and UMBRELLAS. RIBBONS and SASHES of every

Silk and Lisle Thread STOCKINGS. COLLARS and CUFFS in latest

Fashions. SATIN and KID SHOES. White and Colored KID GLOVES.

Gentlemen's SILK and SATIN SCÄRVES. French BOOTS and SHOES.

A large collection of Elegant Articles suitable for presents, from the Grand Magasins du Louvre.

PERFUMÉS. The most varied collection of Fancy

Goods in the Colony. SHERRIES of the Finest Quality at extremely low prices.

Note the address, 48, Queen's-road Control. Hongkong, 15th June, 1881.

FOR SALE,

DOUBLE-BARREL FOWLING-PIECE (muzzle-loading), Patent Snap Action, Twist Barrels, side-action Locks; in leather case, with Shot Pouch and Powder Flask. Price, \$10. Apply at the Office of this Paper." Hongkong, 25th October, 1881.

HONGKONG TIMBER YARD, WANCHAI.

REGON PINE SPARS AND LUMBER. always on hand. L. MALLORY,

Proprietor. Hongkong, 24th June. 1881.

NOTICE.

Have this day established myself as Merchant and General Commission Agent, under the style of W. G. Humphreys & Co.

W. G. HUMPHREYS. Bank Buildings, Hongkong, 1st October, 1881. NOTICE.

OODS received on STORAGE at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt, For the MEEKEE GODOWN Co.,

Hongkong, 3rd October, 1831.

J. M. GUEDES, JUN.

Intimations.

William Schmidt & Co. GUNMAKERS, &o. BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

Chs. J. GAUPP & Co. CHRONOMETER, WATCH, AND

CLOCK-MAKERS, Jewellers, Silver-smiths, and Opticians. Charts and Books.

-Nautical Instruments. Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every

Exhibition; and for Voigtländer and Sohn's Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES No. 38, Queen's-road Central.

Afong, Photographer,

AS A LARGER COLLECTION of VIEWS than any other in

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of D. K. GRIFFITHS,

Studio 8, Queen's-road.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT. AND COMMISSION AGENT, HONGKONG HOTEL BUILDING, Queen's-road Central.

D. K. GRIFFITH & Co. MANUFACTURERS OF THE Piesse & Lubin's Celebrated LONDON. AERATED

WATERS. AND GENERAL AGENTS. 7, Beaconsfield Arcade.

A. MILLAR & Co., PLUMBERS. GASFITTERS, COPPERSMITHS, AND BRASS-FOUNDERS, OFFICE AND WAREROOM FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST. WORKS-SPRING

GARDENS, WANCHAI G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS

JEWELLERS. NAÚTICAL INSTRUMENTS, OHARTS AND BOOKS. No. 46, QUEEN'S-ROAD CENTRAL.

J. ULLMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42. Importers of WATCHES, CLOCKS, MUSICAL BOXES, MARINE and Eve Glasses, in great varieties, and General Goods. N. B.—Watches carefully repaired at moderate rates.

HOTEL: STAG

QUEEN'S-ROAD CENTRAI Good accommodation for Visitors, English & American Billiards, Tiffin at One o'clock.

Dinner, at 7,30. This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

For Sale.

By Special Appointment to H.E. THE GOVERNOR OF HONGKONG,

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

MAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China, Is now showing a large and well selected Stock of Black and Bine BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS. SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours. The Outfiting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

ED. CHASTEL & CO.,

MERCHANTS.

Marine House, 15, Queen's-road. TAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c. De St. Marceaux & Co's CHAMPAGNE in quarts, piats and half-pints. CLARET in WOOD. CHARTREUSE, CURAÇOA, MARASCHINO.

SAYLE & CO.'S SHOWROOMS.

Price list on application.

NEW GOODS.

Ex Fleurs Castle. New Black Dress Silks. . Dress and Millinery Satins.

Coloured Plushes and Rozelles. Ladies' and Children's Merino Hose. Two, Four, Six, and Eight Button Kid Gloves.

Suede's-Gloves. Ladies' Spun Silk and Cashmere Jerseys. Boys Jersey Suits. Scrap Albums.

Nail, Tooth, and Hair Brushes.

Relief Pictures for ditto.

New Costume Tweeds for Dresses. A splendid variety in Winter Dress Goods. Ladies' Braided and Embroidered Felt Skirts.

Ex Glenorchy.

Scotch Plaids in every Pattern. All-Wool Shawls. Shetland Scarves and Wraps. An assortment of Crewel Work. Ladies' and Children's Boots and Shoes. Specialities in Silk Scarves.

Velveteens in all colours. Eau de Cologne and other Scents.

Ball, Reception, and Wedding Dresses made in the most Fashionable Styles. EXCHANGE, QUEEN'S ROAD, HONGKONG.

KELLY & WALSH'S

LIGHT LITERATURE THEAP

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins. Mary Marston, by Geo, Macdonald. From the Wings, by B. H. Barton. A Confidential Agent, by Jas. Payn. He that will not when he may, by Mrs. Oliphant. Asphodel, by Miss Braddon.

Hongkong, 17th October, 1881.

Moths, by Ouida. A Tangled Skein, by the Author of Filthy Lucre. The Capel Girls, by Ed. A. Garrott.

High Spirits, by James Payn. A Pink Wedding, by R. M. Jephson. Mr. Dorillon, by Jean Middlemass.

Familiar French Quotations. Familiar Latin Quotations. Dictionary of Blunders. The Becretary's Assistant.

Plutarch's Lives. Hongkong, 1st October, 1881. Second Thoughts, by Rhoda Broughton. Countess of Bonneval, by Lady Ful-

The Hunters at Launin' Head, by Mrs. Lynn Linton.

Dr. Wortle's School, by A. Trollope. New Novels at 75 cents.

> Lord Beaconsfield's Novels. Ready Money Mortiboy Series of Novels Charles Lover's Novels. Whyte Melville's Novels, Wilkie Collins's Novels. Oaida's Novels. Miss Braddon's Novels.

Useful Hand Books, 50 cents, each. Rejected Addresses. Biblo Truths with Shaksperian Parallels.

Dictionary of English Proverbs.

Companion Letter Writer.

A. S. WATSON & Co. WHOLESALE AND RETAIL DRUGGISTS, GENERAL CHEMISTS,

Manufacturers of the following: AERATED WATERS, viz: SODA, TONIC, SARSAPARILLA, AND POTASH, LEMONADE, GINGERADE, RASPBERRYADE, AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

Suips' Mediciene Chests refitted, PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY. Hongkong. SHANGHAI PHARMACY, Shanghai. CANTON DISPENSARY,

> THE DISPENSARY, FOOCHOW.

Wongkong Telegraph.

HONGKONG, 27TH OCTOBER, 1881.

Two of our local celebrities have lately favoured the world with contributions to the literature of Railway Enterprise, designed to meet a want among a certain section of the Hongkong community infected with the fever called the "Tramway mania." Mr. Alford's pamphlet has been already noticed to a greater extent than its puerility entitled it. This weak effusion, however, bears the imprimatur of an advertisement, and is, therefore, hardly open to comment. Mr. Danby's "Report" is a more pretentious undertaking, derived fromthe experience of others, principally in the United Kingdom, which information is wonderfully adapted, twisted and torted, to suit a wholly

It must, in primis, be clearly understood that we are not averse to Tramways; we only contend that Victoria, running through an irregularly aligned, narrow, and crowded thoroughfare, is undesirable—a meanot likely to benefit the community or remunerate the promoters.

of the subject it may, perhaps, be well to mention that tramways are, use in the mining districts of Engcarriage propelled by that agency. history of the progress of steam locomotion that, in 1804, the same engineer constructed a locomotive to run on a tramway which was used at Pen Darran, South Wales. "In 1808, he exhibited a locomotive rack cut on the rail, to enable the locomotive to go up steep gradients." Stephenson's attention was directed to the subject in 1814, at which time several engines were in use on tramways in his neighbourhood, and he to meet objections to, and defend the constructed an engine of the smooth | selection, which, notens volens, must wheel type, which was tried on the be upheld. We are not, therefore, Killingworth Railway with success. The immense development of the and the great improvements effected in steam locomotives are too recent to show that, although the advan- senger traffic along Queen's Road, India-then, a fortiori, China!

tages of tramways were known for a long period, their introduction into towns is only a matter of recent date, and even now to a comparatively insignificant extent compared with the immense growth of railways.

To revert to Mr. Danby's brochure,

the opening page is rather far-fetched,

and the figures quoted rather weaken

his ground, if anything than other-

wise; for, taking into consideration the large number of towns in the United Kingdom with populations exceeding and approaching that of Victoria, their higher civilisation and general advancement, 368 miles of street tramways is by no means a conclusive figure of their approciation of this mode of conveyance, or evidence of its being "a great success," an "actual necessity" (!) In London, alone, there is far more than that length of street roads; previous year, Mr. Darby's assertion other large towns might be enume- there as elsewhere. rated with populations twice and thrice that of Victoria where like | raises to the line of route proposed conditions obtain. In Calcutta they by what was once a rival Company were tried and abandoned, but have | might with greater justice be made been recently again introduced—to to apply to that which it is his especonnect a railway terminus with the | cial province to advocate; and in his | shipping, and a densely populated over anxiety for fault finding, he comsuburb with the business centre of the town. It is only in those places where tramways are made to subserve these and similar objects—all else different condition of place and being favourable—that they have he would have people believe. Howgiven satisfaction and proved successful. Merely running through a busy thoroughfare will not accomplish these ends. The success of the Ametheir introduction into the City of | rican tramways generally may be summed up in a few words: the sites of the towns have been selected and the streets laid out by the most intelsure fraught with danger and failure, | ligent, go-a-head community in the world, always with "an eye to business," and they have profited largely Before entering on any discussion | in doing so by the experience of older countries. It is only necessary to notice some of the tramways in for all practical purposes, considered operation in a few of the leading as railways; but whether they are towns of the continent of Europe called rail or tramways does not before closing our paragraph on this much matter. They have been in sub-head. In Milan, there are 200 miles of tram rail branching out from land, as far as can be ascertained, the city on every side along fifteen of since the seventeenth century; but the principal roads, and running in the utilisation of steam as a motor | some cases as far as thirty miles into only dates from 1781, when Treve- the country, and in Turin "the tramthick actually constructed a road ways run through and around the city to a country resort seven miles We learn from a review of the early from it." We know, as a fact, that one of the most scientific military powers in the world, Prussia, has pro- | greatest professional names of the | hibited the construction of any rail- | day, it is rather amusing to find one way with such curves as must be unavoidably used in Victoria. These | laid, proclaiming the superiority of instances will suffice to show that one particular patent, and trenching drawing a carriage on a circular rail- statements re continental and other upon the domain of rigid dynamics road. Blenkinsop tried the plan of | tramways should be received with - to support it. toothed wheels on the engine, and a caution, and are capable of bearing a very different signification from our locally proposed schemes.

Mr. Danby's procedure is simply this: two fixed points and a fixed route having been given him, he has surprised on reading the following sentence in his Report: "It has

which is incessant from early morning to late at night; and most of it being in an east or westerly direction." This is an unique combination of nonsense, supposition, and inaccuracy—we use the latter term with reserve, as Mr. Danby is apparently laboring under an optical for the Staff College, to be admitted in illusion. The crowded and busy thoroughfare, referred to, Queen's Road, is fed by the immense lateral traffic—down-hill and from the Praya -which has only a limited longitudinal circulation; and we are at a loss to conceive whonce the data could be drawn for basing expectations on the proposed tramway project. Mr. Danby desires to make traffic. He cooly proposes to supersede the jinrickshas, consign them them to mail Limbo; and ignores water and other competition. The steam-launches to Kowloon ply for five cents the trip, man brig Turtar, who died last night and when we take the fact that and we doubt whether tramways from an attack of rheumatic fever. in 1879 there were 418 more li- | could cover the same distance on land | Captain Komena, who has been in very censed vehicles plying for hire in | with equal profit. It is further very | indifferent health for some considerthe streets of London than in the doubtful whether a large proportion able time past, will be much regretted. of the inhabitants of Victoria "would by all who had the pleasure of his acthat tramways "are now the accept- gladly pay for a ride in a comfortable quaintance. ed means of cheap and regular trans- | tram car," which involves waiting, port in all large towns," appears ra- routine, and walking—for we prether dubious, and gives grounds sume passengers will not be taken for receiving his statements cum up and dropped -a volonté; whereas gaged by the Vicercy Li as Naval grano salis. This is further instanced a jinricksha or chair is always in India, which, being an Asiatic available, travels sufficiently fast, country under British rule, will gives no trouble, and perfectly safe better serve our purposes of compa- for ten cents the half-hour! We may rison. In the city of Madras, which | here mention that the fares charged was acquired in 1639, and which is on the Italian tramways already built on a plain, covering an area named are 21 and 11 cents, respecof 30 square miles, with a population | tively, for first and second class per of 700,000 souls, tramways are as yet | mile; but distance or the great length unknown, and more than a score of of lines is the chief paying factor

The objection which Mr. Danby mits himself to certain inconsistencies which show that the "configuraquite so favourable for tramways as ever, we may allay his apprehensions and those of others as regards steep gradients and sharp curves: the Darjeeling tramway has just been completed in India, on a two feet guage, which ascends 7,400 feet in 50 miles, and mounts gradients of 1 in 21, round curves of 70 feet radius. (This line, with all difficulties, only cost £3,000 per mile). But, in such works, the engineers are untramelled, and they are not restricted to the narrow limits which prevail within the confines of a town or city. This is apparent, even here, where Mr. Danby asks to reduce the 9ft 6in. Board of Trade margin from kerb to rail, the object of which is "safety"—to protect as the "Royal Inniskilling Fusiliers." which would be induced by the motion of a 10 or 12 ton locomotive, and possible contingencies from derailment and other sources of accident. Considering the great variety of permanent way in use throughout the world, all laying claim to advantages, and some of them connected with the who has never, perhaps, seen a rail

We are not disposed to follow Mr. before concluding, we will give him ously digost. In a pamphlet enti- he avowed his love for the Saviour, tled "Steam Tramways for India," by Mr. Cland St. Vincent, published "under official sanction," the general conclusion arrived it is, that it would "be difficult to make a short line a British and other Railway systems, been evident for some years past paying concorn, unless there was an that the City of Victoria is unusually exceptionally heavy traffic, and any favourably adapted for the intro- town so situated that wished to posand well known to require description. | duction of Tramways, not only | sees the luxury of a tramway, would They play a conspicuous part in the owing to its configuration and the probably have to pay for it, by conhistory of the past half-century. We leasy gradient of its principal street, tributing a fixed yearly sum to the have adduced this historical summary | but also owing to the immense pas- | Company's receipts." - So much for

His Excellency the Governor has consented to lay the foundation stone of St. Joseph's College, and the cere. mony will take place on Thursday, the 3rd proximo.

Amongst the officers that have been successful at the recent examination February next, we notice the name of Captain Ernest Edward Swaine, 2nd bat. Royal Inniskilling Fusiliers, late 08th Madras Infantry.

We are informed that Major Moore-Lime, whose arrival we noted yester-day, is brother to Captain Moore-Lane, late of the "Slashers." The Major belongs to the RA, and comes out to relieve Lieutenant-Colonel Rooke, who proceeds to Malta by the next English

We regret to have to record the doath of Captain Komena, of the Ger-

The Foochow Herald hears on good authority that Commodora Schufeldt, of the American navy, is already en-Advisor, and probably also as Admiral of the Chinese floot. The French Captains, who were such "white elephants" on the hands of the Viceroy, are to go South.

We learn from Tientsin-that the clause prohibiting opium dealing has been inserted in the new Brazilian Trouty just made. Another clause is to the effect that a Chinese officer of justice can search or onter a Brazilian house or ship in pursuit of a criminal. This is an attempt to insert the thin ond of the wedge. - Forchow Hirald.

We observe in an account of the inaugural cricket match played on the new ground at. Foodhow, which appears in the Herald of the 20th instant, that our Hongkong "crack," Mr. Monro, especially distinguished himtion "of the city is not altogether self, scoring no less than 67 out of a grand total of 132. From this it would appear as if the best batsman in the Far East still retains his grand old

"Fusiliers" used to be soldiers armed with the new almost mediaval weapon known as a "fusil," which is still preserved in our museums and other depositories of obsolete arms, and the name has been perpetuated in certain old regiments after their "occupation" was gone." Within the last few years the mystic title has, very sensibly, been dropped by the Scots Guards; but distinctions are often fearfully and wonderfully made; and now, for the first time, the good old corps, the 27th, or Inniskilling Rogiment, has just been made the victim of the same enachronism, and is henceforth to be known high buildings from the vibration But amongst "modern antiques" there can surely be nothing more exquisitely grotesque than the Queen's Scottish Bodyguard, with their long bows, which, as their questionable history shows, are scarcely relics of the past, but brand new articles of the present century, for which a popular explana. tion has been zealously worked out.-Broad Arrow.

Proselytizing among the Chinese is Time thrown away, as missionaries in their country are well aware. It is a fact that every Chinese convert to our form of religion has cost half a million dollars, and it is doubtful if many for them have really experienced any the village," the size of whose shoes we would recommend them to seri- | brought him to that state of mind that | but at last Ah Lee struck for higher wages, and when his demand was refused, he indignantly exclaimed: "You no payee me four dolla haf, me no go Sunday school. You tink me love. wook you heap dlam fool; you savvy?" Tho lady did "savvy," but it was usoreach the same conclusion, and turn Victoria Dramatic Club, we should their attention to the civilized heathen of the crowded cities.—Globe.

The Occidental and Oriental S.S. Co.'s steamer Gaelie will be undooked at Aberdeen this afternoon. H.M.S. Comus goes to the Cosmopolitan Dock to-morrow.

The Board of Brade has published statistics of accidents which have occurred on the British rail and trainway systems during the year 1880. Those showed 1,136 killed and 3,958 wounded.

We do not remember to have seen the following Reuter's telegram in its entirety, which appears in the N.O. Daily News of the 19th instant, in any Hongkong paper: - "London, 17th Oct. Mr. Dillou has been re-arrested. There has been a serious disturbance at Limerick, but the rioters were dispersed by the military. The Ameer's troops have arrived at Herat."

According to the Herald, official information has been received by the Tartar General at Foodbow relative to the fight with pirates at Ningpo, wherein Captain Yip Ah Foo was killed. The report to the Tartar General states. that Captain Yip Ah Foo was not only beheaded, but that his body was also quartered, and that the pirates had only returned one half of the body of the deceased.

We have received from Messus. Lane. Crawford & Co. a specimen copy of Lett's Office Diary and Almanac for 1882. It is a very complete, and well got up work, containing a mass of valuable information, as well as affording ample space for written memoranda. In addition to a whole page closely ruled for every day in the year, and the usual columns for ourrent expenses there are new features in a page for books, &c., lent, and a specially prepared tablet for memoranda to be written either with slate or lead pencil. Lett's Diaries, of which Messrs, Lane, Crawford & Co. have a very large and varied stock, have become quite a vade mecum for the household as well as for the office.

What will our aspirants to histrionic fame in this select home of soft-sawder so-called dramatic criticism, where every lady is said to be equal to Helen Terry, and far superior to Marie Wilton; and every gentleman is indiscriminately lauded to the skies as an actor to the manner born, think of the following critique, which appears in the Sydney Bulletin of the 3rd ulto.?:- "On Tues. last the Victoria Dramatic Club gave an entertainment at the School of Arts. The performance consisted of the "Momentous Queston," the third act of "Othello," a musical olio, and the "Dumb Maid of Genoa," all this sandwiched by musical earthquakes perpetrated by the Victoria Bass Band. We saw the "Mementons Question," we saw "Othello," we heard the musical olio, we beheld the "Dumb Maid of Genoa," and the result of the whole in our brain is—confusion. The exhibition would have been very funny, had it not been very painful. The perform. ance took place amidst a whirlwind of shrieks, yells, hisses, and cat-calls, the the whole constituting a vacarme that has never been heard since MElkone last addressed the electors. In the first piece, Miss-well, we are too gall. ant to give fair young creature's name—appeared in a red petticoat and a Garibaldi that looked as if it had been washed ashore from the wreck of the Eric the Red. When we know that neither the Smiths nor the Romanys. are performing, we do not look for ethereal beauty in the exponents of the various characters; but, certainly, when a lady appears as "the beauty of change of heart. The success of a San is apparently large thirty sixes, we Danby through his quotations; but, Francisco lady in converting her serv- think that we shall not be termed aut, is a good illustration. She taught hypercritical if we state that it required and his patrons one in return, which Ah Lee some of the forms of faith, and a very large amount of forbearance on the part of the audience to prevent their indignation taking the form of orangepeel. As it was, at the close of each act, and of each item in the programme. the performers were bilariously called before the curtain, and enthusiastically hooted, the lady who had left her Jesus allee same thee dolla hap evly teeth at home coming in for a large share of problic attention. To individualise would be cruel, but we may state. less to attempt. Al. Less conversion generally, that if we had the option. except on a pecuniary basis, and in between going to Quarantine and sittime the Brooklyn missionaries will ting out another performance of the most unhesitatingly go down the harbour."

CANTON INSURANCE OFFICE.

The following is the Report for presentation to the shareholders at the annual general meeting, to be held at the Offices of the Company, to-morrow, at three o'clock p.m.:-

The General Agents have now to submit to the shareholders the usual annual statement of accounts.

Office 188). —In June last a dividen't of $\mathcal{S}178$ 95 per share and return of 15. per cent. on contributions was paid, and the Teneral Agents and consulting Committee regret now having to report laims so heavy that they do not feel ustified in making any further distribution. After providing therefore for outstandings the account has been closed, and shows a not profit of \$161,055.00 distributed as above.

Office 1881.—The open statement shows a balance of \$385,093.39 at credit after allowing for all known disasters to date, which result will it is hoped be considered satisfactory.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office. Hougkong, 17th October, 1881.

CRICKET.

OLD' RESIDENTS V. NEW COMERS. This old fashioned match was com

menced westerday afternoon on a good

defensive with Wolseley and Bell

wicket and in first class cricketing

The griffins assumed the

Irving, Hynes and Dunman leading the attack for the veterans. This was the Secretary's first attempt with the ball this season, and although we have seen him rather more dangerous to play, it must be owned that he trundled in fairly good form, and proved very successful. Our limited space will not permit us to dwell on the details of the innings, the principal features of which were Bell Irving's promising contribution of 36, which, conceding that the young players had the best of the luck, was a satisfactory performance, as was Friend's grandly played 31. The Engineer was in his very best form; his clean, hard hitting, and fine judgment in placing the ball, being deservedly admired. He was well set, and looked like getting over the half century and carrying out his bat, when in playing back to Carpenter, he unfortunately hit his wicket. Lawford played carefully for his 16, but none of the others reached double figures, the innings closing for the very respectable total of 134 runs, which included 14 extras. Dunman was most successful with the ball, taking six wickets for 50 runs, Hynes having the credit of four wickets at a cost of 35 runs. It may be noted that Dunman's bowling is far more difficult to get away and has proved much more effective during the present season, than has ever previously been the case. The Old Residents commenced their innings with De Courcy Forbes and Whyte, to the bowling of Clarke and Bell Irving. Both batsmen were evidently bent on hitting, but Whyte after making three was easily caught by Stokes (sub) off Bell Irving. Dunman was the incomer, and immediately commenced to score, as after a brace of singles, he hit Irving for two and three, immediately afterwards supplementing this with a brace of fours off Clarke; Forbes in the meantime getting both bowlers away for three. Wilson was then substituted for Clarke, but the change was an expensive one, his first over costing eight runs. When the stumps were drawn for the day, the score stood as under:-

NEWCOMERS.

Dr. Wolseley, A.M.D., | Mr. R. S. Noel Clarke, Liont: Lane, B.A., b Mr. Bell Living, o & b Lieut. Mayno, b Hynos 0 Lieut. Bennett, b Hynes 4 not out Mr. Easton, b Hynos ... Mr. A. Wilson, R.N., b Liout. A. J. Lawford. b.

R.E., hw, b Carponter 31 OLD RESIDENTS. · First Innings. Mr. H. de C. Forbes, not | Mr. Dunman, not out ... 27 Mr. H. F. Whyte, o sub.

Lieut. L. B. Friend,

b Boll Irving 3 Play will be resumed this afternoon.

A daugerous illustration-Lady visitor-to scripture-class-With what wear. pon did Samson slay his enemies? After a period of unbroken silence, fair questioner (touching her blooming cheek) - What's this? Chorus - The jor bone of a hass, mum.

CORRESPONDENCE,

ST. ANDREW'S BALL.

Sin .- In your issue of yesterday, a correspondent, writing over nom de plume of "McCoals," makes a somewhat rancorous attack upon me.

" McCoals" has written either misunderstanding my remarks, or having had them misrepresented to him, and of this I shall he glad to satisfy him if you will oblige me by arranging for a personal interview.

I think I shall not be considered, by my resident "Brither Scots," guilty of "unwarrantable impudence," in saying that I am sufficiently well-known to them to stand acquitted of the suspicion of an attempt to pass a slight upon any class of our countrymen. - Yours faithfully. WILLIAM LEGGE.

Hongkong, 27th Oct., 1881.

Sin —I have noticed a letter in to-day's Telegraph, under the heading "A Voice from the Stoke-Hole," which refers to the meeting of Scotchmen held at the City Hall to decide upon the celebration of St. Andrew's Day. Your correspondent "McCoals" is evidently a well meaning mun enough, but it seems to mo that he has quite misunderstood Mr. W. Legge's meaning, when that gentleman alluded to the great expenses attendant upon getting up a ball. Mr. Legge stated that in order to obtain a sufficient sum to pay all expenses, it had been necessary in previous years, to get the whole of the Scotchmen in the Colony to become subscribers, as well as all those in the stoke-holes of steamers in the Harbour. No person couldpossibly have inferred that any slight was intended to our engineer friends, and the expression "in the stoke-holes" was doubtless used as a more figure of speech to show the difficulties which actually exist in obtaining the necessary funds for a Scotch Ball. I was present at the meeting of Scotchmen and voted against Mr. Legge, but although I did not consider his observations at all relevant to the question under discussion, and not in the best of taste. I feel quite certain that he would be about the last man in the Colony to offer a gratuitous insult to any class of his own countrymon. Apologisng for troubling you with this letter, which I trust you will find room for, I am, yours, &c., ...

Hongkong, 26th Oct., 1881.

ENGLISH TRADE WITH CHINA.

Notwithstanding the competition of

trading rivals, and their attempts to

establish more intimate relations of

commerce with the Celestial Empire, it is satisfactory to find, from the consular reports just issued, that England still holds its own in that part of the globe. Of the direct foreign imports into China last year, about 51 per cent. were from Great Britain and Inlia, the proportion in 1978 being 56 per cent., while in 1879 the proportion borne by Britain and its possessions to the total foreign trade of the Empire was 77 per cent, the United States coming next with a proportion of $7\frac{1}{2}$ per caut., and the Continent of Europe (Russia except) following with a proportion of 71 per cent. And in the carrying trade our preponderance is equally great, and is becoming still more marked. From the statistics supplied it appears that the proportion of British to the total tonnage has steadily increased from 52½ per cent in 1875 to 604 per cent. in 1880. The trade in metals has varied little since 1870, but the tendency has been towards a slight increase. In 1830 the total value of relating to the finances of India shows largely to this total being bar iron, Commons, and on which Lord Hartlead, and tin in sheets. Consul Alabas- ington base I his speech on Aug. 22:ter (Hankow) suggests that it is worth | "That the ordinary revenue of India rior to those possessed by the Chinese, total revenue of India for that year successfully .- Overland Mail:

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

There has been a small local demand for Banks since we last wrote, and at 110 per cent. premium for eash, a few shares have ollanged hands. There is still a slight enquiry at the same price, but holders apparently do not seem inclined to sell until after the end of the month. Chinese Insurance shares are vainly offered at 3071, and we think buyers could obtain all they require at 305. A small lot of China Fires were sold this morning at 275, and more are offered at the same rate. Docks have been negotiated at 30 per cent. premium for the end of the month, but the transactions have been of a minor character. Sugars have again advanced as we anticipated would be the case, and some business has been done at 160; however, there are still sellers at that price. Steamboats are quiet in the market, and there are plenty would be sellers of Hotels, whose offers have failed hitherto to lead to business. Other particulars may be gathered from subjoined quota-

Hongkong and Shanghai Banking Corporation-110 per cent. premium, Sales. Union Insurance Society of Canton—\$1,650

China Traders' Insurance Company-\$1,600 per share. North-China Insurance Company-Tls. 1,125 per share. Yangtsza Insurance Association-Tls. 830

per share. Chinese Insurance Company—\$307} per share, sellers.

Man On Insurance Company, Limited—\$25 per share premium. On Tai Insurance Company, Limited-Tls. 150 per share.

Hongkong Fire Insurance Company—\$950 per share, Sellors. China Fire Insurance Company-\$275 per

share, Sales. Hongkong and Whampoa Dook Company-30 per cent. premium, Sales and sellers. Hongkong, Canton, and Macao Steamboat. Company-\$24 per share premium,

China Coast Steam Navigation Company-Tls. 162 per share. Hongkong Gas Company—\$85 per share. Hongkong Hotel Company-\$105 per share,

Ch & Sugar Refining Company, Limited-\$160 per share, Sales. China Sugar Refining Company (Debentures)

-3 per cont. premium. Hongkong Ice Company-\$128 per share. Hongkong and China Bakery Company, Limite1—\$50 per share. Chinese Imperial Government Loan of 1878

-11 per cent. premium, ex interest. Chinese Imperial Government Loan of 1881 31 per cent: premium. EXCHANGE.

On LONDON-Bank Bills, T.T...... 3/81 Bink Bills, at 30 days' sight 3/81 Bank Bills, at 4 months' sight 3/94 Cralits, at 4 months' sight 3/9} Documentary Bills, 4 months' sight. 3/91 | Chinese. On Parts—Bank Bills, on demand..... 4.68 Credits, at 4 months' sight 4.81 On Bombay-Bank, T.T. 223. Oa SHANGHAI-Ban't, T.T. 738

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS, FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 25th and 27th Ostober. Do. 4 P.M.23.918 1 P.M. (Wat bulb)...74. 4 p.m. Do. ...75. Biromerer.—9 A.M. ... 29.930 9 A.M. (Wet Balb)...72. Maximum......93. Minimum(over night)...74.

The following declaratory resolution this class of imports was about at a glance the nature of the accounts 1.181,0001, the items contributing most placed on the table of the House of while inquiring whether it might for the year ending March 31, 1880, not be more profitable to import sheet | was 60,037,9621.; the revenue from lead instead of pig, as at present his productive public works, including the belief being that, as our mechanical net traffic receipts from guaranteed appliances for rolling are so much supe- companies, was 8,416,7011., makin the there should be a margin of profit in 68,481,6661.; that the ordinary exthe transformation of the pigs into penditure in India and England, insheets, if care were taken to make the cluding charges for the collection of sheets of sufficient thinness and of such the revenue, for ordinary public works, a width as to render them suitable and for interest on debt, exclusive of for the lining of toa chosts, for which that for productive public works, was purpose nine-tenths of the lead imported 60,943,2541.; the expenditure on proare applied. He further expresses the ductive public works (working exopinion that very slight modifications penses and interest), including the in form to suit it for native use would payments to guaranteel companies cause much of our hardware to come for inferest and surplus profits, was into demand, for the Chinese smiths 8,724,3611, making a total charge for are the rudest of the rude, and when that year of 69,667,6151.; that there articles that can be employed are im- was an excess of expenditure over ported by chance they invariably sell income in that year of 1,182,9491.; rapidly and well. His report therefore | that the capital expenditure on profully confirms what has been repeatedly ductive public works in the same year arged before namely, that the British was 3,364,3304, and that there was manufacturer ought to follow the also an ontlay on the East Indian example set him by his rivals, and to Railway of 151,2181. beyond the debt adapt his products to the various of 9,576,6141. created in England and markets in which he wishes to compete in India on account of the purchase of the line,"

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 26, BENGLOE, British steamer, 1.198, Webster, London via Singapore 18th Oct., General.-Gibb, Livingston &

Oct. 26, HARDWICK, British steamer, 715, Topp, Swatow 25th Oct., General.— C. M. S. N. Co.

Och 26. Onor-onung, Chinese gunbont, from Canton.

Oct. 27, Parnoctus, British stoamer, 1,600, White, Foochow 25th Oct., General. -Butterfield & Swire.

Oct. 27. PLAINMELLER, British steamer, 1,195, Wm. McKenzie, Singapore 19th Oct., General. -Bun Hin & Co. Oct. 27, Holhow British stoamer, 895, T.

Shaw, Canton 26th Oct., General.— Butterfield & Swire. Oct. 27, EMUY, Spanish steamer, 222, G. de Antusar, Amoy 25th Oct., General.

-Remedies & Co. Oct. 27, Ohinkiang, British steamer, 799, Orr, Canton 26th Oct., General.-Siemssen & Co.

DEPARTURES.

Oct. 26, Tung-Ting, Chinese steamer, for - Sharghai... 26. Ningpo, British steamer, for Shanghai.

Oct. 26, GLENLYON, British steamer, for Shanghai. Oct. 26, Fu-xew, Chinese steamer, for

Canton. Oct. 26, HARDWICK, British steamer, for

Oct. 27. PALADIN. British steamer, for Chefoo and Newchwang.

Oct. 27. Oaklands, British steamer, for Chinkiang. Oct. 27, Yorrung, British steamer, for

Swatow: Oct. 27, Anna, German bark, for Chefoo.

PASSENGERS. ARRIVED.

Per Hardwick steamer, from Swatow, 54 Chinese.

Per Bengloe, steamer, from London and Singapore, Mr. Rogers. Per Plainmeller, steamer, from Singapore, 23 Ohinese.

Per Emuy, steamer, from Amoy, 213 Chinese. Per Patroclus, steamer, from Foochow,

&c., Ray. and Mrs. Ost, and child, for Hongkong; Mrs. Hagous, and child, and Mrs. Fitsgerald, for London.

DEPARTED. Per Paladin: steamer, for Chefoo, 1 European, and 12 Chinese.

Per Ningpo, steamer, for Shanghai, Mr. R. Smith, I European, and 60 Chinese. Per Yottung, stenmer, for Swatow, 150

REPORTS:

The Spanish steamer Emuy, from Amoy, reports had fresh monsoon. The British stenmor Patroclus, from

Foochow, &c., reports fine weather with Northerly and Easterly winds. The British steamer Hardwick, from

Swatow, reports fine weather, and moderate Northerly winds, and strong S.E. The British steamer Bengloe, from Lon-

don, &c., reports: -First part clear fine weather and calms; latter part had strong gale working from N.E. to S.W. with high confused sea; and latter part had fresh gale from N.N.W. to port on the 26th inst.

The British steamer Plainmeller, reports: - Left Singapore for Hongkong with a general cargo on Wednesday, October 19th at 4 p m. and experienced light N.E. winds, fine clear weather and a smooth sea as far as Pulo-Condoro which was passed at midnight on Thursday the 20th October. We then had yariable winds, squally weather with heavy rain until Saturday, when we passed Cape Padaran and got light variable winds, dull cloudy weather, with a very high confused sea which continued till we reached the Paracels Islands, heavy sea which kept up until our arrival here.

MAILS.

The following mails will close:-TO-DAY, 27th October.

For Yokohama and Hiogo, per Bengloe, at 3.30 p.m. For Singapore and London, per Potrocius, at 5 p.m.

TO-MORROW, 28th October,-

For Kobe and Yokohama, per Takasago Maru, at 3.39 p.m., For Bangkok, per Rajanattianuliar, at 5 p.m. For Manila, por Joloano, at 4.39 p.m. For Shanghai, Chefoo and Newchwang, per Atalanta, at 4.30 p.m. For Swa-, tow. Chefoo and Newshwang, per Himalaya, at 5 p.m.

On MONDAY, 31st October,-

For the United Kingdom, and Europe via Brindisi; to the Straits Settlemonts, Batavia, Burmah, Coylon, India, Adon, Egypt, Malta, Gibraltar, and Mauritius, per Khiva; printed matter at 2 p,m., letters at 3 p.m. la_CHUBSDAY, 3rd November

For Straits and Bombay, per Avoca, at 2.30 p.m. For Port Darwin, Cook ---town, Townsville, Brisbane, Sydney, Melbourne, &c., per Ocean, at | 3.30

MacEWEN FRICKEL & Co. GENERAL STOREKEEPERS, &c. HAVE FOR SALE.

Groceries. Crosso & Blackwell's, Colebrated House-

hold Stores. John Moir & Sons', Celebrated House-

hold Stores. American Stores of all descriptions. Huntley & Palmer's BISCUITS & CAKES,

BUTTER Danish & French, Philippe & Canaud's PATES &c., OHUTNIES' & CURRY POWDER, TEYSSONEAU'S FRUITS in juico.

COFFEE, SUGAR, &c. &c. Wines, Spirits, &c.

CUTLER PALMER & Co.'s "CARTE-BLANCHE." HEIDSIO & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET. MUMM'S (Julis) CHAMPAGNE

> pts. and qts. NEYEN'S (Boden) BOUZY. pts, and qts.

EXTRA SEC. quarts. Charles Heidsiocks's WHITE SEAL, pts. and qts. VEUVE CLIQUOT PON-SARDIN, pts. and ats. Theophile Roederer & Co.'s VERZENAY MOUSSEUX: -

pts. and ats. Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHAT-EAU MOUTON. LORMONT, pints, and quarts.

ARAUZAN (Chateau), pints and quarts. ERMITAGE LUDON, THIBŒUF

(Chatoau), pints and quarts. OHATEAU' LAROSE (Ourcier & Adet's). pints and quarts.

CHATEAU LAFITE, pints and quarts. IRES GRAVES, pints and quarts. BREAKFAST CLARET, pints & quarts. OLD INVALID CLARET. St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c. Chambertin, Chablis (White), Liebfrau milch, Hockheimer, Niersteiner, Steinberger Cabinet. Rudesheimer Berg, Koninin Victoria Berg, Chateau Youem, Grand

Vin, Haut Sauterne Marsala, Saccone's Pale Dry White Scal Sherry, Yellow Scal Amontilado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c. 1. 2 and 3-star Hennessy's Brandy La Grande Marque Brandy, Cutler Palmer & Co.'s

Brandy, Rouyer Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish

Whisky, Royal Glendee Whisky: AVH Gin, Swaino Boord & Co.'s Old Tom Gin: La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curagoa, pints and quarts; Angostura,

Boker's and Orange Bitters. BASS'S ALE, bottled by Cameron and Saunders, pints and quarts. GUINNESS'S STOUT, bottled by E &

J. Burke, pints and quarts. PILSENER BEER, in quarts. DRAUGHT ALE and PORTER, by the Gallon...

Fine ALE, botfled by MacEwen, Frickel & Co. ALE and PORTER, in hospheads. Erated Waters.

SODA WATER, LEMONADE, TONIC WATER. SARSAPARILLA. &c., &c., &c.

The Finest Stocks of CIGARS, CAYITE CHEROOTS. PRINCESA CHEROOTS, PRINCESA CIGARS, ARQUEROS. VEGUEROS.

"PERFECTION" All Specially Selected. EMPRESS OF INDIA, and Best NAVY. STATIONERY, BOOKS &c.

"Franklin Square" Library, "Seaside" Library, Harper's Half-hour Series. French Novels. Medical Works. School Books. Presentation Books.

Works of reference &ot-Stationery for Ladies and Office use. Direct from the manufacturers the bes. and Cheapest in Hongkong. Special orders in this line excuted on

very moderate terms. Papers ruled to any pattern and stamped

Plain, cameo or relief. Dies engraved to order. Office requisites of every description.

Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware. Untlery, Urockery, and Glassware.

Builder's Hardware material, Sporting Guns. Revolvers and Sporting ammunition.

Sailmaking and Rigging promptly exe-

	TILL HOMOLOM	٠
CHAIR AND BOAT HIRE.	For Sale.	
Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Co-	FÖR SALE CHEAP.	
lony of Hongkong.	A First Class PONY PHAETON by Louny of Croydon.	. -
Chairs and Ordinary Pullaway Boats. Half hour,	Apply to M. A.	
Hour,	The "Hongkong Telegraph" office. Hongkong, 24th June, 1881	
Six hours,	FOR SALE.	
To VICTORIA PEAK.	A USTRALIAN WINES,	,
Single Trip. Four Coolies,	of the finest quality, from Coolalta	
Three Coolies, 0.85 Two Coolies, 0.70	Vineyard, Branxton, Hunter River, N.S.W.	
Return (direct or by Pok-foo-lum). Four Coolies,	Apply to	
Three Coolies,	R. FRASER-SMITH, Club Chambers.	
To VICTORIA GAP (TO LEVEL OF	FOR SALE CHEAP.	
Umbrella Sea'). Single Trip.	BOWLING ALLEYS.	
Four Coolies,	WITH BALLS, PINS, &c., Complete.	
Two Coolies,	The Alleys are 79 feet in length, and were laid down about a year ago	
Four Coolies,	at a cost of over \$600. They have seldom been played on, and are in	
Two Coolies, 0.70	will be sold a bargain.	
The return Fare embraces a trip of not more than three hours.	Apply to R. FRASER-SMITH,	[.
For every hour or part of an hour above three hours, each Coolie will be	Club Chambers.	-
entitled to an additional payment of 5 cents.	Hongkong, 1st July, 1881. FOR SALE.	
Day Trip \ Peak,\$0.75 each Coolie (12 hours) \ Gap,\$0.60 each Coolie	Price.	
Licensed Bearers (each).	of the World, in 3 volumes,	
Hour,10 cents.	comprising the Continental, Foreign and British Portions \$25.00	
Half day,	Select Phrases in the Canton Language	'
BOAT AND COOLIE HIRE.	First Book of Reading Les-	
1st Class Cargo Boat of 800	Sons: Part I 0.50 Part II 1.00	`
or 900 piculs, per day,	Dr. James Butler's Catechism 0.25 Topography of China 1.00	I
or 900 piculs, per Load,	Guia do Christão	f
piculs, per day,	to 0.75	1
piculs, per Load,	Laws of Lawn Tennis 0.50 Manual da Historia Sagrada 0.40	F
kan Boat of 300 piculs, per day,	Introducção a Lingua Ingleza, com um Diccionario de Vo-	מ
3rd Class Cargo Boat or Ha- kan Boat of 300 piculs, per	cabulos	8
Load,	Ball Room Guide 1.00 Grammatica da lingua Ingleza 0.50	Į.
kau Boat of 300 piculs, per	Encyclopedia Elementar 1.00 Resoum da Lingua Franceza,	r
Half day,\$0.50	Coordenados por J. F. de Os Dez Dias de S. Francisco	p E
or Pullaway Boats, per day,\$1.00	Xavier ou devoção de Dez	D.
" Half-an-hour \$0.10	Sexta Feiras, offerecida nos devotos do Grande Aposto-	v
After 6 P.M.,10 cents extra. Nothing in this Scale prevents pri-	lo do Oriente por J. F. Gouvea	11
Vate agreements.	Gouven 0.20 Evidence of the Affinity of the	r
STREET COOLIES. Scale of Hire for Street Coolies.	Polynesians and American Indians with the Chinese	D
One Day	and other nations of Asia 1.00	. #
Three Hours	The Devout of the Seven Do- lours of our Blessed Lady by	T
Half Hour	the. Rev. Autonio Pereira, S. J., Translated by Rev. W.	II A
private agreements.	Palgrave, S.J	.8
For Sale.	by Rev. Antonio Pereira, S.J., 0.50	a fr
FOR SALE.	O Ja drdim'Alma:	B
A NGLO-CHINESE CALENDAR FOR 1881.	Half-bound 0.40	86
NEATLY PRINTED, ON CARD BOARD.	Descripção do Imperio da Chi-	. tł
PRICE:-10 cents. DE SOUZA & Co.	na, precedida de algumas noticias sobre os Conventos	H
FOR SALE.	de S. Francisco e de Sta. Cla- ra em Macao : excerpto do	01
WASHERMAN'S BOOKS, for the use of Ladies and Gentle-	Vergel de Plantas e Flores da provincia da Madre de	01 P
men.—Price 50 cents. DE SOUZA & Co.	Deus dos capuchos reforma- dos, composto pelo Padre	d
Hongkong, 28th June, 1881.	Mestre Fr. Jacinto de Dens.	.tl
JUST RECEIVED.	ro Padre da mesma Provin-	-·li
A SELECTED ASSORTMENT of Menu Cards, Seat Cards,	cia, ex-Commissario Geral e Deputado do Santo Officio	· .
VISITING CARDS. Apply to	da Inquisição de Goa na India Oriental	0
DR Sonza & Co	DE COITZ & P. C.	B

DE SOUZA & Co.

DE SOUZA & Co.

FOR SALE,

Showing the mean time of Rising and

Setting of the Sun calculated for the

Latitude of Hongkong or any other

PRICE: -20 cents.

Latitude if required.

NEW DIRECTORY

FOR THE FAR EAST.

A NEW DIRECTORY FOR First Class PONY PHAETON by Louny of Croydon. CHINA, JAPAN, AND THE PHILIPPINES,

Hongkong, 15th June 1881.

FRASER-SMITH

ARBITRATOR,

COMMISSION AGENT.

OLUB CHAMBERS, HONGKONG.

PUBLIC ACCOUNTANT.

DE SOUZA & Co.

FOR THE YEAR 1882, WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED "THE HONGKONG DIRECTORY. AND HONG LIST FOR THE FAR EAST."

HE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty: Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGRONG DIRECTORY AND HONG LIST por the Far East" a perfectly reliable vade mecum.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary, advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 1st, 1831.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections :- No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	Section	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	
	ļ.	. 5 '	Steam	ers.			
Anger Head Atalanta Avoca	2	Oct. 24	Roper Pfaeff Hassall	British German British	717	D. Lapraik & Co. Siemssen & Co. P. & O. S. N. Co.	
Bengloe	3	Oct. 26	Webster	British		Gibb, Livingston & Co.	
Chinkiang Conquest			Orr Hamlin	British British	799	Siemssen & Co. Shun Hang Hong.	
Devenshire	4	Oct. 24	Pervis	British	1513	Russell & Co.	
Emuy'	3	Oct. 27	Antusar	Spanish	222	Remedios & Co.	
Fame	3	r —	A. Stopani	British	117	H. K. & W. Dock Co.	
Gaelic Gwalior	, ,		Kidley Adamson	British British	1712 1719	Ò. & O. S. S. Co. P. & O. S. N. Co.	
Hoihow	3	Oct. 27	T. Shaw	British	895	Butterfield & Swire.	
Japan Joloano			Gardner Mårquez	British Spanish	1865 654	D. Sassoon, Sons & Co. R. Mourente.	
Kiang-ping Kiung-chow Kwangtung	2	Oct, 10	Holms A. Love M. Young	Ohineso British British	159	C. M. S. N. Co. Chinese. D. Lapraik & Co.	
Ocean	2	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.	
Patroclus Plainmeller			White McKenzie	British British	1600 1195	Butterfield & Swire. Bun Hin & Co.	
Rajanattianuhar	2	Sept. 21	Hopkins	British	933	Yuen Fat Hong.	
Sea Gull Shun-on Shun Tip	1	Oct. 25	Hayden Plumenberg Man Fu	American Annamese Annamese	136	China Traders Co. Shun Wo Yuen Captain.	
Takasago Maru	3	Oct. 23	C. Young	Japanese	1230	M. B. M. S. S. Co.	
Vorwaerts	2	Oct. 25	Evers	German	612	Wieler & Co.	
Yangtsze Yee-Tay	r		Schultze Lee Tung Tuk	British Annamese	782 1200	Siemssen & Co. Captain.	
* Kowloon Dook	•	† Cosmo	politan Dock.	‡ Aberdee	n Do	ck. ** Patent Slip.	

† Cosmopolitan Dock. † Aberdeen Dock.

Sailing Vessels.

	ı	. 1		1			• '	
Adele	.4	Oct.	18	Logemann	Gor	harle	1100	Melchers & Co.
Alva		Aug.	14	L. de Souza	Port	ohin	1107	Brandao & Co.
Brems	3	Oct.	$2\overline{3}$	Timpe	Ger.	hank	200	Wieler & Co.
B. H. Sternken	$\mid _2^{\circ}$	Oct.		O. Meyer		heir	1 000 1 00E	Molehans & Co.
Oitadel	3	Oct.		Stewart	Ru 3_m	anh	400	Melchers & Co.
Olara		July		Cutler	Reit	hank	240	Kong Kee.
Daniel Barnes				J. G. Stover	Amon	Also	T I'OE	Vogel & Co.
Dharwar	4	Oct.		Hutchins .	Ruit	aprib	ተታለን	Vogel & Co.
Edmond Phinney				J. Berry	Ame (Paris	1900	Gibb, Livingston & Co.
Ellen		Oct.	´19	Hodge	D.:.	Durk Lank	101	Carlowitz & Co.
Elvira Dorale		Sept.	q	Pimentel	Drit,	DEFE	499	Ghee Aik Hong.
Esperance '		Oct.	10	Normant	Hawar.	9D.	1563	Captain.
F. de Lesseps		Oct.	16	Matel	rren.	Dark.	272	Carlowitz & Co.
Gustav		Oct.	10	Raben	rien.	Dark	480	Carlowitz & Co.
Gustay & Oscar		Sept.		l	Ger.	Dark	656	Siemsson & Co.
Helicon				Hartmann	Ger.	Ship	1352	Captain.
Hindostan	4.4	Oct.	. 10	Howe	Amr.	Ship	1199	Captain.
· ·		Sept.	TO.	Belyen	Brit.	Ship	1547	Captain.
Hope		Oot.	04	Curty	Amer.	Ship	797	D. Lapraik & Co.
Iceberg	1	Sept.		C. F. King	Amr.	ship	1177	Siemssen & Co.
Kassa		Oct.		Brown.	Brit.	bark	312	Chinese.
Kim Soon Hoat	1	Aug.	10	P. Beng				Chinese.
Laurens	4	Oct.		A. Snow	Amer.	apib	808	Melchers & Co.
Lizzie C. Troop	4	Oct.	17	D. W. Corning	Brit.	ship	1391	Captain.
Marie Alfred		Oct.		Bregeon	Fren.	bark	308	Chinese.
Mary L. Stone		Sept.		A. D. Field	Amr.	ship	1458	Russell & Co.
McNear		Oct.		Tayler	Amr.	ship	1265	Captain.
Morning Star	3	I .		Michaelsen:	Siam.	bark	570	Chinese.
Phonix		Oct.		F. Gruff	Ger.	bark	683	Arnhold, Karberg & Co.
Prudencia	•	Sept.		Dudrichsen 👑	Ger.	bark	864	Carlowitz & Co.
Rambler				Watson	Amr	bark	1018	Arnhold, Karberg & Co.
Regulus		Oct.		S. Meyer	Gor.	ship	1145	Melchers & Co.
R. Robinson		Sept.		Smith	Amr.	ship	16 ŏ 2	Jardine, Matheson & Co.
Spartan		Pob.		Vincent	Amr. a	chr.	81	W. H. Ray.
Souvenir		Oct.			Brit. 1	bark	482	Captain.
Star of India	2	Aug.	19	H. D. Roe	Brit, 1	bark	1040	Vogel & Co.
Stonewall Jackson	4	Sept.	16	Swain	Amr.	bark	1102	Russell & Co.
Syren	·2	Oot.		Braun	Amr.	ship	875	D. Lapraik & Co.
Tartar	2	Oct.	22	Kaemena	Ger.	brig	256	Melchers & Co.
The Tweed	2	Aug.	· 8	J. M. Whyte	Brit.	barki	1745	Arnhold, Karberg & Co.
Titan	.5	Sept.	22	O. M. Norris	Amr.	ship	1229	Geo R. Stevens & Co.
Twilight	5	Sept.	27		Amr.	shin	1303	Arnhold, Karberg & Co.
Velocity				I	Brit.	bark	490	Pustau & Co.
Wagrien					Ger. s	chr.	179	Captain.
Wegn				A, Leopold				Melchers & Co.
Wrecker					Am. lo	robal	. В5	Oaptain.
	.	•	, , <u> </u>				[
	<u> </u>		.,			4		
	•							
	f	· · · .	,			1		

* Cosmopolitan Dock. ** Kowloon Dook. † Patent Slip.

RIVER STEAMEDS

	101	A TITE ST	PA.W.	ELTIS: *
Vessels.	Captain.	Flag.	Tons,	Owner's or Agents
Ichang Kiu-Kiang Kiang-ping Powan Spark White Cloud Yotsai	J. Ogston T. Benning A. G. Carey Lefayour Hoyland MoDougall	British British Chinese British British British British	700 1061 360 1890 140 652	Butterfield & Swire.